City of Sacramento
City Council

915 I Street, Sacramento, CA, 95814
www.CityofSacramento.org

Meeting Date: **6/12/2012** **Report Type:** Consent

Title: Ramona Avenue Extension Project (T15018400)

Report ID: 2012-00510

Location: Ramona Avenue from Brighton Avenue to Folsom Boulevard, Districts 3 and 6

Recommendation: Pass 1) a Resolution approving the Final Environmental Impact Report (SCH# 2011072031) and Environmental Assessment for the project, 2) a Resolution approving 30% plans for the project; 3) authorizing the City Manager or his designee to execute Supplemental Agreement No. 5 to City Agreement No. 2004-015 with Mark Thomas and Company which modifies their contract not to exceed amount from $2,126,510 to $2,127,210 for the project; and, 4) ratifying Supplemental Agreements Nos. 1, 2, 3 and 4 to City Agreement No. 2004-015 with Mark Thomas and Company and resetting the City Manager's authority to issue supplemental agreements for City Agreement No. 2004-015.

Contact: Jesse Gothan, Associate Engineer, (916) 808-6897; Nicholas Theocharides, Engineering Services Manager, (916) 808-5065, Department of Transportation

Presenter: None

Department: Transportation Department
Division: Funding & Project Development
Dept ID: 15001121

Attachments:

1- Description/Analysis
2 - Background Information
3 - Resolution Certifying the EIR Findings of Fact
4 - Exhibit A - CEQA Findings of Fact
5 - Exhibit B - Mitigation Monitoring Program
6 - Resolution Approving the 30% Plans
7 - Exhibit A - Location Map
8 - Exhibit B - Ramona 30% Plan
9- Exhibit C - Supplemental Agreement

City Attorney Review

Approved as to Form
Gerald Hicks
6/1/2012 8:55:21 AM

City Treasurer Review

Reviewed for Impact on Cash and Debt
Russell Fehr
5/29/2012 9:19:57 AM

Approvals/Acknowledgements

~~Department Director or Designee~~: Karen Shipley - 5/31/2012 8:34:06 AM

Back to Table of Contents

Description/Analysis

Issue: Staff has completed the environmental documentation required by the California Environmental Quality Act (CEQA) by completing a Final Environmental Impact Report under CEQA, and is completing an Environmental Assessment under the National Environmental Policy Act (NEPA). City Council Approval under the CEQA is required prior to Caltrans and Federal Highway Administration (FHWA) approval under the NEPA.

Policy Considerations: This action requested herein is consistent with the Sacramento City Code Title 3 and with the City of Sacramento Strategic Plan goals of improving and expanding public safety and enhancing livability.

Environmental Considerations:

California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA): The Ramona Avenue Extension Project (T15018400) is subject to federal, as well as City and state environmental review requirements, because the City proposed to use federal funds administered by the Federal Highway Administration (FHWA). Project documentation has been prepared in compliance with CEQA NEPA. The City is the project proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this proposed project is being carried out by Caltrans under its assumption of responsibility pursuant to Section 6005 of the Safe Accountable Flexible Efficient Transportation Equality Act – A Legacy for Users (SAFETEA-LU). As a result, the proposed project is also subject to the NEPA. NEPA studies are currently under review with Caltrans and the FHWA. These agencies will take their respective actions.

In accordance with CEQA Guidelines, Section 15081, the City as lead agency, determined that a joint environmental document, Environmental Impact Report/ Environmental Assessment (EIR/EA), should be prepared for the proposed project. The EIR/EA analyzed the potential impacts at a project level detail. The following were analyzed for potential impacts: air quality, biological resources, climate change, cultural resources, hazards and hazardous materials, noise, parks and open space, public services, public utilities, and transportation and circulation, and visual resources, and utilities and service systems. Land use issues were discussed. The Mitigation Monitoring Plan (MMP) that lists all of the mitigation measures and implementing actions was prepared and is attached (Exhibit B).

A Notice of Completion (NOC) and copies of the Draft EIR/EA were distributed to the Office of Planning and Research on July 15, 2011 (SCH 2011072031). The 45-day public comment period began on July 15, 2011 and was extended to September 6, 2011. A public notice was placed in the Daily Recorder on July 14, 2011 which stated that the Draft EIR/EA

was available for public review and comment. A public notice was posted in the office of the Sacramento County Clerk on July 15, 2011.

Following closure of the public comment period, all comments received on the Draft EIR, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR/EA to produce the Final EIR/EA.

The City received 11 comments on the Draft EIR/EA. The potential issues of concern identified include potential traffic impacts on roadways and freeways; potential biological/wetland impacts; potential flooding; permit requirements for protection of surface and groundwater; and, Army Corps of Engineers (ACOE) coordination.

The responses to these comments are found in the Final EIR/EA on the City's website at:
http://www.cityofsacramento.org/dsd/planning/environmental-review/eirs/

Attached in Exhibit A is the CEQA Findings of Fact.

Sustainability Considerations: This project will contribute to the development of 65th Street Area Station study and improve opportunities for pedestrian and bicycle connections.

Commission/Committee Action: None.

Rationale for Recommendation: This project is consistent with the 65th Street Station Area Study circulation plan connecting Folsom Blvd to Ramona Avenue. All environmental documentation and technical studies are complete for City Council to approve the California Environmental Quality Act and approve 30% plans. The project provides multi-modal access for the development of the Sacramento Center for Innovation (SCI). The consultant contract is amended to correct a $700.00 error in the not-to-exceed amount that occurred with Supplemental Agreement No. 4; therefore, the not-to-exceed amount will change from $2,126,510 to $2,127,210. In addition, Supplemental Agreement No. 5 will add two staff to the consultant team.

Financial Considerations: There are sufficient funds for staff to complete final design and fulfill all contract encumbrances. As of May 17, 2012 there is $4,000,000 available for construction and right-of-way expenses. Any remaining expenses will be covered by additional federal funds or local transportation funds. There are no general funds in this project CIP.

Disadvantaged Business Enterprise (DBE): This is a federally funded project. Disadvantaged Business Enterprise (DBE) project participation requirements apply. E/SBE rules are held in abeyance. Any future activities carried out with this funding will comply with federal DBE requirements.

Back to Table of Contents

Background

In late 2008, City Council directed staff to begin work on the environmental documentation for the Ramona Avenue Extension Project (T15018400). This project was identified as a catalyst project within the circulation element of the 65th Street Station Area Study which was approved by City Council in 2010. The City has long recognized the redevelopment potential of the area that has been hindered by the confluence of the US 50 highway, Regional Transit light rail tracks, and the Placerville Lead Railroad heavy rail. With the proposed project, a pedestrian and bicycle friendly roadway connection will traverse these obstacles and provide a much needed catalyst for redevelopment within the area known as the Sacramento Center for Innovation. Staff has completed the CEQA environmental documentation for the Ramona Avenue Extension Project (T15018400) and is recommending the City Council approve the document and direct staff to move forward with final design and right of way negotiations. Approval of CEQA by City Council will precede the NEPA approval by Caltrans and FHWA. Upon NEPA approval staff can move forward with final design and right of way negotiations per federal funding guidelines.

The project will improve local circulation by overcoming the obstacles created by the sporadic land and transportation development which has occurred along Folsom Boulevard and Ramona Avenue. The development of land and the layout of roads, highways, railroad tracks, and light rail were not built congruently, but at different times over the last one hundred years. In particular, the area bordered by Folsom Boulevard and Ramona Avenue lacks a direct local roadway connection. Adjacent to Folsom Boulevard toward the north is the CSUS campus. Toward the south is Ramona Avenue bordered by businesses and industrial warehouses. Currently, a road does not exist that directly links the CSUS campus - a stakeholder in the proposed project - to the business and industrial area along Ramona Avenue. Mobile continuity does not exist because there are missing sidewalks and bicycle lanes, and the absence of a direct connection between the northern area where the university campus is located and the southern area where business industry is located on Ramona Avenue. In addition, the industrial areas south of the Folsom Boulevard along Power Inn Road and the commercial areas north of Folsom Boulevard are not directly connected. Cohesion would be improved between the business and education community, if there was a direct route to link these areas. Alternative modes of travel, such as walking or bicycling, cannot be readily achieved because there are missing sidewalks and bicycle lanes.

The Ramona Avenue extension, when constructed, will fulfill Sacramento Area Council of Governments (SACOG) Blueprint development goals, improve safety, and significantly enhances pedestrian and bicycle transportation alternatives in this infill area. The Ramona Avenue Extension Project (T15018400) will open up the area south of Highway 50 between the Union Pacific tracks and Power Inn Road to redevelopment and infill projects. The area has close proximity of California State University Sacramento and has the economic development potential for a University-based

Technology Village concept that would carry significant economic benefits.

The Final Environmental Impact Report and impacts and mitigation are included as an attachment to this report. The project will mitigate for vernal pool impacts identified by the U.S. Fish and Wildlife Service (FWLS) by purchasing preservation credits, the current impact is estimated at 1.158 acres, the final amount will be determined once FWLS issues their biological opinion. Other information related to the project impacts and mitigation is included in the Final Environmental Document and the Mitigation Monitoring Program.

As a result of this progress in plan development and environmental documentation, the City of Sacramento was awarded $3.2 million in program funds in the 2011 SACOG call for projects. SACOG has agreed to fund the project for final design, right of way and construction costs once NEPA is approved. The limits of the project per SACOG funding are extending Ramona Avenue from Brighton Avenue to Folsom Boulevard.

Staff will bring forward a recommendation in 2013 to apply for additional federal funds to construct improvements south of Brighton. These improvements were part of the grant application to SACOG in 2011, but were not funded at that time due to a lack of availability of sufficient federal programming authority in the region.

Lastly, the consultant contract is amended to correct a $700 administrative error in the not-to-exceed amount that occurred with Supplemental Agreement No. 4 in the contracts database; therefore, the not-to-exceed amount will change from $2,126,510 to $2,127,210. In addition, Supplemental Agreement No. 5 will add two staff to the consultant team, these staff are noted in the Supplement Agreement Exhibit A.

Back to Table of Contents

RESOLUTION NO. XXXX-

Adopted by the Sacramento City Council

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT AND ADOPTING THE MITIGATION MONITORING PROGRAM FOR THE FOLSOM BOULEVARD WIDENING/RAMONA AVENUE EXTENSION PROJECT

BACKGROUND

A. At its regular meeting on June 12, 2012, the City Council received and considered the Environmental Impact Report/Environmental Assessment and other evidence concerning the Folsom Boulevard Widening/Ramona Avenue Extension Project.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City Council finds that the Environmental Impact Report/Environmental Assessment for Folsom Boulevard Widening/Ramona Avenue Extension Project (herein EIR/EA) which consists of the Draft EIR/EA and the Final EIR/EA (Response to Comments) (collectively the "EIR/EA") has been completed in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Section 2. The City Council certifies that the EIR/EA was prepared, published, circulated and reviewed in accordance with the requirements of CEQA, the State CEQA Guidelines, and the Sacramento Local Environmental Procedures, and constitutes an adequate, accurate, objective and complete Final Environmental Impact Report in full compliance with the requirements of CEQA, the State CEQA Guidelines, and the Sacramento Local Environmental Procedures.

Section 3. The City Council certifies that the EIR/EA has been presented to it, that the City Council has reviewed the EIR/EA and has considered the information contained in the EIR/EA prior to acting on the proposed project, and that the EIR/EA reflects the City Council's independent judgment and analysis.

Section 4. Pursuant to CEQA Guidelines Sections 15091 and 15093, and in support of its approval of the Project, the City Council adopts the attached

Findings of Fact in support of approval of the Project as set forth in the attached Exhibit A of this Resolution.

Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15091, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program as set forth in Exhibit B of this Resolution.

Section 6. The City Council directs that, upon approval of the Project, the City's Environmental Planning Services shall file a notice of determination with the County Clerk of Sacramento County and, if the Project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of CEQA section 21152.

Section 7. Pursuant to CEQA Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

Section 8. Exhibits A and B are a part of this Resolution.

Table of Contents:

Back to Table of Contents

Exhibit A

CEQA Findings of Fact and Statement of Overriding Considerations for the Folsom Boulevard Widening/Ramona Avenue Extension Project

Description of the Project

The City proposes to widen Folsom Boulevard between U.S. 50 and the UPRR tracks undercrossing to accommodate the newly added intersection where Ramona Avenue ties into Folsom Boulevard. There would be construction staging areas and utility relocation as part of the proposed project. The proposed project would extend Ramona Avenue to connect to Folsom Boulevard and improve the mobility for pedestrians along Ramona Avenue between Brighton Avenue and Cucamonga Avenue.

Improvements to Ramona Avenue between Cucamonga Avenue and Brighton Avenue would include widening Ramona Avenue to provide sidewalks with landscaping areas, on-street parallel parking, bike lanes, standard street lighting, and an upgraded drainage system, including a potential detention basin. At the intersection of Brighton Avenue and the proposed Ramona Avenue extension, there are two design options discussed in this document: a three-way-stop-controlled intersection and a roundabout intersection. The proposed improvements would conform to the existing driveways and parking lots. In areas where there are no structures, the roadway would conform to the proposed right-of-way.

Findings Required Under CEQA

1. Procedural Findings

The City Council of the City of Sacramento finds as follows:

Based on the initial study conducted for Folsom Boulevard Widening and Ramona Avenue Extension Project, SCH # 2011072031, (herein after the Project), the City of Sacramento's Environmental Planning Services determined, on substantial evidence, that the Project is an anticipated subsequent project identified and described in the 2030 General Plan Master EIR; that the Project is consistent with the 2030 General Plan land use designation and the permissible densities and intensities of use for the project site; that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the Project; and that the Project **will** have additional significant environmental effects not previously examined in the Master EIR. Therefore, staff prepared a focused environmental impact report/environmental assessment ("EIR/EA") on the Project which incorporates

by reference the Master EIR and analyzes only the project-specific significant environmental effects and any new or additional mitigation measures or alternatives that were not identified and analyzed in the Master EIR. Mitigation measures from the Master EIR have been applied to the project as appropriate. The EIR/EA was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code §21000 *et seq*. ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq*.), and the City of Sacramento environmental guidelines, as follows:

a. A Notice of Preparation of the Draft EIR/EA was filed with the Office of Planning and Research and each responsible and trustee agency and was circulated for public comments from July 15, 2011 through September 6, 2011 (with an extension).

b. A Notice of Completion (NOC) and copies of the Draft EIR/EA were distributed to the Office of Planning and Research on July 15, 2011 to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

c. An official 45-day public comment period for the Draft EIR/EA was established by the Office of Planning and Research. The public comment period began on July 15, 2011 and ended on September 1, 2011. An extension of the public comment period was requested to end on September 6, 2011.

d. A Notice of Availability (NOA) of the Draft EIR/EA was mailed to all interested groups, organizations, and individuals who had previously requested notice in writing on July 15, 2011. The NOA stated that the City of Sacramento had completed the Draft EIR/EA and that copies were available at the City of Sacramento, Community Development Department, 300 Richards Blvd., Third Floor, Sacramento, California 95811. The letter also indicated that the official 45-day public review period for the Draft EIR/EA would end on September 1, 2011.

e. A public notice was placed in the Daily Recorder on July 15, 2011 which stated that the Draft EIR/EA was available for public review and comment.

f. A public notice was posted in the office of the Sacramento County Clerk on July 15, 2011.

g. Following closure of the public comment period, all comments received on the Draft EIR/EA during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information added by the City were added to the Draft EIR/EA to produce the Final EIR/EA.

2. Record of Proceedings

The following information is incorporated by reference and made part of the record supporting these findings:

a. The Draft and Final EIR/EA and all documents relied upon or incorporated by reference;

b. The City of Sacramento 2030 General Plan adopted March 3, 2009, and all updates.

c. The Master Environmental Impact Report for the City of Sacramento 2030 General Plan certified on March 3, 2009, and all updates.

d. Findings of Fact and Statement of Overriding Considerations for the Adoption of the Sacramento 2030 General Plan adopted March 3, 2009, and all updates.

e. Zoning Ordinance of the City of Sacramento

f. Blueprint Preferred Scenario for 2050, Sacramento Area Council of Governments, December, 2004

g. The Mitigation Monitoring Program for the Project.

h. All records of decision, staff reports, memoranda, maps, exhibits, letters, synopses of meetings, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project.

3. Findings

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environment impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where such changes are infeasible or where the responsibility for the project lies with some other agency. (CEQA Guidelines, § 15091, sub. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines, §§ 15093, 15043, sub. (b); see also Pub. Resources Code, § 21081, sub. (b).)

In seeking to effectuate the substantive policy of CEQA to substantially lessen or avoid significant environmental effects to the extent feasible, an agency, in adopting findings, need not necessarily address the feasibility of *both* mitigation measures and environmentally superior alternatives when contemplating approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an "acceptable" level solely by the adoption of feasible mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of any environmentally superior alternative that could also substantially lessen or avoid that same impact — even if the alternative would render the impact less severe than would the proposed project as mitigated. (*Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515, 521; *see also Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 730-731; and *Laurel Heights Improvement Association v. Regents of the University of California ("Laurel Heights I")* (1988) 47 Cal.3d 376, 400-403.)

In cases in which a project's significant effects cannot be mitigated or avoided, an agency, after adopting proper findings, may nevertheless approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the "benefits of the project outweigh the significant effects on the environment." (Public Resources Code, Section 21081, sub. (b); *see also,* CEQA Guidelines, Sections 15093, 15043, sub.(b).) In the Statement of Overriding Considerations found at the end of these Findings, the City identifies the specific economic, social, and other considerations that, in its judgment, outweigh the significant environmental effects that the Project will cause.

The California Supreme Court has stated that "[t]he wisdom of approving ... any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Goleta II* (1990) 52 Cal.3d 553 at 576.)

In support of its approval of the Project, the City Council makes the following findings for each of the significant environmental effects and alternatives of the Project identified in the EIR/EA pursuant to Section 21080 of CEQA and section 15091 of the CEQA Guidelines:

A. Significant or Potentially Significant Impacts Mitigated to a Less Than Significant Level.

The following significant and potentially significant environmental impacts of the Project, including cumulative impacts, are being mitigated to a less than significant level and are set out below. Pursuant to section 21081(a)(1) of CEQA

and section 15091(a)(1) of the CEQA Guidelines, as to each such impact, the City Council, based on the evidence in the record before it, finds that changes or alterations incorporated into the Project by means of conditions or otherwise, mitigate, avoid or substantially lessen to a level of insignificance these significant or potentially significant environmental impacts of the Project. The basis for the finding for each identified impact is set forth below.

Impact Category: Utilities and Emergency Services

Utilities

There is an existing 230kV electrical tower that will have to be relocated as part of the proposed project. Relocation of this tower may result in the need to relocate additional SMUD powerpoles. Additional utility relocations, such as light poles, signals, signal controllers, utility poles, utility boxes, manholes, typical for any roadway extension and widening project, may be required if encountered once the project design becomes more detailed. During construction activities, utility outages may occur.

Emergency Services

The proposed project would have no adverse effects on emergency response planning, emergency access and risk exposure. The connectivity between the north and south sides of U.S. 50 could improve emergency response time. Project features such as the addition of sidewalks and bike lanes would improve safety for pedestrians and bicyclists. Traffic congestion and delays can occur during construction and can result in travel delays.

Avoidance, Minimization and/or Mitigation Measures:

Utilities

Residents and business owners will be notified in advance of any outages that may occur due to construction of the proposed project.

Emergency Services

Travel delays can be avoided through standard construction period traffic management planning that includes timely notification of any road closures and detours to police and fire departments and other emergency service providers.

Findings:

With the incorporation of the mitigation measures, the proposed project would have a less than significant impact on Utilities and Emergency Services.

Impact Category: Traffic and Transportation/ Pedestrian and Bicycle Facilities

Four intersections would operate at LOS F***:

- Folsom Boulevard/65th Street (LOS F during AM and PM peak hours);
- Folsom Boulevard/State University Drive East (LOS F during AM and PM peak hours);
- Folsom Boulevard/Howe Avenue/Power Inn Road (LOS F during AM and PM peak hours); and
- Folsom Boulevard/Ramona Avenue (LOS F during AM and PM peak hours).

Avoidance, Minimization and/or Mitigation Measures:

To achieve conformance with the LOS policy for exempt locations as specified in the City's 2030 General Plan, and thereby mitigate the impact to a less than significant level, the proposed project would need to provide improvements to other parts of the city-wide transportation system to improve system-wide roadway capacity, make intersection improvements, or enhance non-auto travel modes in furtherance of the General Plan goals. The proposed project provides for the necessary system-wide improvements by substantially improving connectivity in the study area. The proposed project also provides new on-street bicycle lanes and sidewalks along the extension, providing a substantial enhancement for pedestrians and bicyclists in the project area and surrounding vicinity.

Findings:

With the incorporation of the mitigation measures, the proposed project would have a less than significant impact on Traffic and Transportation/ Pedestrian and Bicycle Facilities.

Impact Category: Cultural Resources

A historic property, the Brighton Underpass and Flood Gate, is located within the project area, and is eligible for inclusion in the National Register of Historic Places (NRHP). The State Historic Preservation Office (SHPO) concurred with this finding in a letter dated May 24, 2010. Additionally, the Sacramento Valley Railroad (SVRR) was previously determined eligible for listing in the NRHP at the state level of significance. Both properties are considered historical resources for the purposed of CEQA and NEPA.

Avoidance, Minimization and/or Mitigation Measures:

In order to avoid adverse effects to the Brighton Underpass and Flood Gate, the construction contract shall include the following avoidance and minimization measures to protect the property:

- The existing concrete and asphalt concrete pavement shall be saw-cut three (3) feet from the underpass and Flood Gate face. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader shall be used if the work is being done more than three (3) feet away from the structures. The equipment shall be located a safe distance from the structures so any arms or attachments cannot reach the structures. A hand-held hydraulic jackhammer shall be used to break existing concrete into pieces within three (3) feet of the structures' face. The broken concrete shall then be removed by hand. The underpass and Flood Gate face shall be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation.

- Ride-on machinery shall be used to compact the ground five (5) feet or more away from the face of the structures. Hay bales shall be stacked three rows high along the face of the structures to a height of six (6) feet for work performed more than five (5) feet away from the property. A vibrator plate tamper shall be used to compact the material that is within five (5) feet of the structures' face, at which time the structures shall be protected with minimally a one (1)-inch-thick foam board.

The new roadbed shall be separated from the existing structures by a 0.5-inch-thick fiber expansion joint. The concrete shall be poured from a concrete truck and would be finished using hand tools. The existing structures shall be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.

Findings:

Avoidance and minimization measures have been established to result in a "no historic properties affected" under the Section 106 Process of the National Historic Preservation Act of 1966. This is considered a less-than-significant finding under CEQA.

Impact Category: Water Quality and Storm Water Runoff

Potential storm water quality impacts could occur during construction. The proposed project would disturb more than 1 acre and construction would occur after July 1, 2010; therefore, the proposed project will need to obtain coverage under the State's Regional Water Quality Control Board General Construction Storm Water Permit.

Avoidance, Minimization and/or Mitigation Measures:

To obtain coverage under this Construction General Permit, dischargers must file Permit Registration Documents, which include a Notice of Intent, a calculation of risk level, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. The SWPPP must be prepared by a Qualified SWPPP Developer. The SWPPP would define the activities on the construction site and the potential pollutants that could be generated, and describes the measures that shall be taken to prevent storm water pollution.

Findings:

With the incorporation of the mitigation measures, the proposed project would have a less than significant impact on Water Quality and Storm Water Runoff resources.

Impact Category: Hazardous Waste/Materials

The U.S. 50 undercrossing over Folsom Boulevard may contain asbestos-containing materials (ACM) and lead-based paint (LBP) in its construction materials.

Active railroad tracks are present to the north and west of Ramona Avenue. United States Geological Survey (USGS) historical maps and aerial photos have shown the tracks to be present since late 19th century. The soil within the railroad right-of-way may be impacted with heavy metals, total petroleum hydrocarbons such as diesel, and polynuclear aromatic hydrocarbons (PNAs).

A review of previous land use and the site reconnaissance indicated that the nearby roadways have supported vehicular activities as early as 1937. The surface soils along these roadways may be affected by deposition of aerial lead. Additionally, the pavement markings consist of yellow paint and possibly thermoplastic stripes that contain lead.

The properties within the proposed right-of-way have been in agricultural use since the early 20th century. The soil within the study area may be impacted with hazardous levels of pesticides, herbicides and arsenic.

Avoidance, Minimization and/or Mitigation Measures:

The following measures shall be conducted prior to construction to determine if the area of disturbance for the proposed project or any newly purchased right-of-way is impacted by hazardous materials:

- Surface soils shall be tested by a California Occupational Safety and Health Act certified consultant for agricultural chemicals and aerially deposited lead.

A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City's project manager. If the soils are found to be contaminated following testing, then the provisions from the certified soil tester and the California Department of Toxic Substance Control guidelines on pesticides/herbicides concentrations will be followed and carried out when handling contaminated soil. A site-specific health and safety plan and/or lead compliance plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials.

- Soil samples shall be collected by a California Occupational Safety and Health Act certified consultant within the railroad right-of-way and the proposed project area, and analyzed for heavy metals, total petroleum hydrocarbons as diesel, and PNAs. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City's project manager. A site-specific health and safety plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials.

- An ACM investigation shall be performed by an inspector certified by Asbestos Hazardous Emergency Response Act (AHERA) under Toxic Substance Control Act (TSCA) Title II and certified by Cal OSHA under State of California rules and regulations (California Code of Regulations, Section 1529) if any existing buildings or bridge structures would be impacted by the project.

Findings:

With the incorporation of the mitigation measures, the proposed project would have a less than significant impact from the exposure to potential hazardous materials.

Impact Category: Air Quality

The proposed project would not increase concentrations of criteria pollutants or mobile source air toxins. The proposed project would generate fugitive dust PM10 and PM2.5 emissions during construction activities.

Avoidance, Minimization and/or Mitigation Measures:

Project impacts related to particulate matter will be considered avoided or minimized with implementation of the following Basic Construction Emission Control Practices.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.

- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.

- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).

- All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Findings:

With the incorporation of the mitigation measures, the proposed project would have a less than significant impact on air quality.

Impact Category: Noise

During construction of the proposed project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. It is expected that the construction noise during the nighttime periods would result in a significant noise impact. Minor impacts related to temporary construction noise caused by heavy machinery can be avoided or minimized.

Traffic noise modeling results indicate that the proposed project would not result in noise levels that would approach or exceed the noise abatement criteria (NAC) of 67 dBA Leq(h) at any of the Activity Category B receptors. Additionally, none of the proposed project-related increases in noise levels exceed the 12 dBA Leq(h) threshold that would require consideration of noise abatement. Therefore, no noise abatement consideration is considered necessary for these receptors. One commercial-use receptor would experience noise levels that would approach or exceed the NAC criteria of 72 dBA Leq(h) at an Activity Category C land use. However, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level, such as exterior recreation areas including residential yards and common use areas. Because the receptor is a commercial use that does not involve outdoor recreation activities or outside seating, it would not warrant consideration of noise abatement. No noise abatement measures are required.

Construction noise during the daytime hours is considered less than significant with compliance with the City Code. The City of Sacramento has adopted a noise ordinance to reduce the impact of construction noise. Sacramento City Code Chapter 8.68 is used to limit noise from fixed sounds, including construction activities.

- Construction activities are exempt from the City Noise Ordinance (Section 8.68.080) when activities are conducted between the hours of 7 AM and 6 PM, Monday through Saturday, and between 9 AM and 6 PM on Sunday (City Code 8.68.080).

- Any adjacent residences within the proposed project vicinity shall be notified prior to any nighttime or weekend construction activities.

Avoidance, Minimization and/or Mitigation Measures:

Construction noise during the nighttime periods may result in a significant noise impact. Pneumatic tools and demolition equipment operations shall be limited to the daytime hours. Additionally, residents shall be notified in advance of nighttime construction activities. To the extent possible, the nighttime construction work shall be limited to the portion of the project site furthest from the residences.

- All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.

- The City's contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of

construction work, and installing acoustic barriers around stationary construction noise sources.

Findings:

With the incorporation of the mitigation measures, the proposed project would have a less than significant impact from noise.

Impact Category: Natural Communities

The proposed project would result in direct impacts to 0.012 acre, and indirect impacts to 0.561 acre, of seasonal wetland habitat.

Avoidance, Minimization and/or Mitigation Measures:

- Environmentally sensitive areas that may be indirectly impacted by construction activities shall be marked in the field with temporary orange mesh safety fencing with the assistance of a qualified biologist.

Findings:

With the incorporation of the mitigation measures, the proposed project would have a less than significant impact on natural communities.

Impact Category: Wetlands and Other Waters

The proposed project would result in direct impacts to 0.58 acre, and indirect impacts to 0.61 acre, of seasonal wetland habitat.

Avoidance, Minimization and/or Mitigation Measures:

To protect water quality and aquatic life in off-site seasonal wetlands downstream, the contractor shall implement standard Best Management Practices (BMPs) during and after construction. BMPs measures include, but are not limited to:

- Construction in or near seasonal wetlands shall only occur during the dry season (as it is defined in the California Department of Fish and Game (CDFG) 1600 permit).

- The contractor shall coordinate with CDFG and Regional Water Quality Control Board to obtain all required permits and comply with all terms and conditions of the permits.

- At no time shall heavy equipment operate in flowing water or saturated soils.

- Prior to the start of work, including any road grading, the contractor shall install silt-fencing, straw bales, sediment catch basins, straw logs or rolls, or other sediment barriers to keep erodible soils and other pollutants from entering drainages. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal.

- Disruption of soils and vegetation near drainages shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch. If straw is used for mulch or for erosion control, only certified weed-free straw shall be used to minimize the risk of introduction of noxious weeds, such as yellow star thistle.

The contractor shall exercise every reasonable precaution to protect drainages from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging into or near these resources and shall be collected and removed from the site. No slash or other natural debris shall be placed in or adjacent to drainages. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.

Findings:

With the incorporation of the mitigation measures, the proposed project would have a less than significant impact on wetlands or other waters.

Impact Category: Animal Species

Marginally suitable habitat is present for burrowing owls (a California Species of Special Concern protected under the Migratory Bird Treaty Act) along the UPRR tracks. No burrowing owls were observed in or near the proposed project during the 2004 and 2009 surveys.

Avoidance, Minimization and/or Mitigation Measures:

Preconstruction surveys for burrowing owls shall be conducted before disturbing any sites that have potential habitat for this species. If the surveys reveal the presence of burrowing owls in or near the construction area, the following mitigation measures are required:

- Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the California Department of Fish and Game (CDFG) verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival;

- To offset the loss of foraging and burrow habitat on the project site, a minimum of 6.5 acres of foraging habitat (calculated on 300 feet foraging radius around the burrow) per pair or unpaired resident bird, shall be acquired and permanently protected. The protected lands shall be adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG. Protection of additional habitat acreage per pair or unpaired resident bird may be applicable in some instances. Mitigation guidelines developed by the California Burrowing Owl Consortium shall be incorporated into the mitigation requirements;

- When destruction of occupied burrows is unavoidable, existing unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on the protected lands site;

- If owls must be moved away from the disturbance area, passive relocation techniques shall be used rather than trapping. At least one or more weeks shall be necessary to accomplish this and allow the owls to acclimate to alternate burrows; and

- The project sponsor shall provide funding for long-term management and monitoring of the protected lands. The monitoring plan shall include success criteria, remedial measures, and an annual report to CDFG.

Findings: With the incorporation of the mitigation measures, the proposed project will have a less than significant impact on animal species.

Impact Category: Threatened and Endangered Species

Vernal Pool Invertebrates

Proposed project would result in the permanent loss of 0.012 acres under both Design Options of potentially occupied habitat for the California fairy shrimp and the California clam shrimp, and possibly one or more species of listed *Branchinecta.*

Design Option 1 would result in 0.561 acre of indirect impacts to seasonal wetlands potentially occupied habitat for the California fairy shrimp and the California clam shrimp, and possibly one or more species of listed *Branchinecta.*

Loss of habitat is likely to adversely affect vernal pool invertebrates. This is a significant impact under CEQA that would be mitigated.

Avoidance, Minimization and/or Mitigation Measures:

To reduce the impacts of the project on the regional population of vernal pool invertebrates to a less than significant level, wetland credits will be purchased at a USFWS-approved mitigation site with preserved vernal pools in Sacramento County at a ratio of 3:1 for direct impacts (0.012 acre) and 2:1 for indirect impacts (0.561 acre) for the Proposed project (Design Option 2)

Findings: With the incorporation of the mitigation measures, the proposed project will have a less than significant impact on vernal pool invertebrates.

Valley Elderberry Longhorn Beetle

Field surveys in 2004 revealed a single blue elderberry shrub at the light signal on the northeastern embankment of the UPRR tracks. This elderberry shrub had been removed by the time the 2009 surveys were conducted. A site visit in July 2010 revealed that this shrub had begun to resprout on the UPRR levee. The elderberry bush is located outside of the direct impact area established for the proposed project.

Avoidance, Minimization and/or Mitigation Measures:

The elderberry shrub shall be provided with at least a 25-foot environmentally sensitive area (ESA) buffer.

Findings: With the incorporation of the mitigation measures, the proposed project will have a less than significant impact on VELB.

Back to Table of Contents

FOLSOM BOULEVARD WIDENING/RAMONA AVENUE EXTENSION PROJECT

SACRAMENTO COUNTY, CALIFORNIA
State Clearinghouse No. 2011072031

FINAL

MITIGATION MONITORING PROGRAM

Prepared for the

City of Sacramento Community Development Department
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

~~September 2011~~

~~Revised March 2012~~

Revised June 2012

TABLE OF CONTENTS

FIGURES

ATTACHMENT

Folsom Boulevard Widening/Ramona Avenue Extension Project
Mitigation Monitoring Program

In January 1989, Assembly Bill 3180 (AB 3180) went into effect requiring the City to monitor all mitigation measures applicable to this project and included in the Environmental Impact Report (EIR). Mitigation reporting will be performed by the City of Sacramento in accordance with the monitoring and reporting program developed by the City to implement AB 3180.

This Mitigation Monitoring Program (MMP) has been prepared for the Community Development Department, Environmental Planning Services, 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act Guidelines, Section 21081.

Project Number: State Clearinghouse No. 2011072031
Project Name: Folsom Boulevard Widening/Ramona Avenue Extension
Project Location: The proposed project is in the City of Sacramento, in Sacramento County, California, and located on the United States Geological Survey (USGS) East Sacramento, 7.5 minute topographic quadrangle in Township 8N/Range 5 East (photorevised 1980).

Project Description

The purpose of the proposed project is to provide a new roadway connection that links Ramona Avenue to Folsom Boulevard. This new connection would help the surrounding business and education communities meet their development goals with the intended outcome to foster job creation and an educated workforce. The purpose and need is supported by and consistent with the California State University Sacramento (CSUS) Master Plan, previously approved Southeast Area Transportation (SEAT [City 1999]) and City of Sacramento General Plans.

The project would provide the following benefits:

- Minimize delay of emergency access to commercial and residential areas along Ramona and Cucamonga avenues that currently have only a single access point from Power Inn Road.
- Improve vehicular, pedestrian, and bicycle circulation as stipulated in the 1999 SEAT and 65th Street Station Area Studies.
- Provide a roadway that accommodates the future-planned construction of an additional 679 dwelling units including retail, office space, industrial and public areas and future job opportunities for an estimated 4,500 new employees. These economic and job forecasts are consistent with the City of Sacramento's 2030 General Plan.
- Provide a road that directly connects CSUS future plan to develop the CYA 25-acre parcel that is situated adjacent and parallel to Ramona Avenue by providing the necessary multi-modal circulation between the campus and the future development.

Folsom Boulevard is slated to be widened between United States Highway 50 (U.S. 50) and the Union Pacific Railroad (UPRR) tracks underpass. There would be construction staging areas and utility relocation as part of the project. It would also improve Ramona Avenue between Brighton Avenue and Cucamonga Avenue, and provide a new extension of Ramona Avenue that would connect to Folsom Boulevard. Other key elements of the project include improving Ramona Avenue between Cucamonga Avenue and Brighton Avenue and widening Ramona Avenue to include:

- sidewalks with landscaping areas;
- on-street parallel parking;
- bike lanes;
- standard street lighting; and
- an upgraded drainage system including either a detention basin or oversized drainage pipes.

These proposed improvements would conform to the existing driveways and parking lots. In areas where there are no structures, the roadway would conform to the proposed right-of-way.

The project has three distinct segments:

1) Folsom Boulevard from the UPRR underpass to the U.S. 50 undercrossing;

2) Ramona Avenue Extension from Folsom Boulevard to Brighton Avenue; and

3) Ramona widening from Brighton Avenue to Cucamonga Avenue.

The entire length of the project, from Cucamonga Avenue to Folsom Boulevard, would have curb ramps leading to the pedestrian walkways that comply with the 1990 Americans with Disabilities Act (ADA) guidelines to provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public would be provided to persons with disabilities.

The preferred alternative (Alternative 1, Design Option 2) would widen Folsom Boulevard between U.S. 50 and the UPRR tracks undercrossing, while keeping the existing Brighton Underpass and Flood Gates (a historic property eligible for inclusion on the National Register of Historic Properties) intact. It would also improve Ramona Avenue between Brighton Avenue and Cucamonga Avenue providing a new extension of Ramona Avenue that would connect to Folsom Boulevard.

Option 2 Build Alternative is considered the preferred option and the least environmentally damaging practicable alternative (LEDPA) because 1) While its footprint is slightly larger than Option 1, it provides more efficient access to parcel 079-0222-022; 2) this option provides a traffic calming feature (i. e. roundabout); and 3) it does not have greater impacts to identified seasonal wetlands and/or vernal pool invertebrates.

INTRODUCTION

The MMP identifies the measures the City, its construction contractors, or other qualified technical consultants (e.g., Soils Expert, Archeologist, Biologist) will implement to ensure there are no residual significant impacts as a result of construction and operation of the proposed project. The mitigation measures are presented in a tabular format that the City and its contractors may use to track and document compliance with each measure. The table columns and content are as follows.

Mitigation Measure: this entry provides the description of the mitigation measure identified to minimize or avoid identified significant impacts to a level that would be less than significant.

Reporting Milestone: the reporting milestone indicates the point at which mitigation compliance is required and means for reporting compliance with appropriate regulatory agencies.

Reporting/Responsible Party: the party or parties responsible for documenting or reporting compliance with the specific mitigation measure.

Verification of Compliance: at the time of mitigation measure completion and compliance, the responsible authorized party will initial and date the entries providing documentation that the project was implemented to satisfy the requirements of the MMP.

All mitigation measures to be implemented during construction will be included in all construction design specifications and related documents.

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MITIGATION MONITORING PROGRAM CHECKLIST FOR THE FOLSOM BOULEVARD WIDENING/RAMONA AVENUE EXTENSION (SCH# 2011072031)

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Relocation and Real Property Acquisition All real property transactions shall comply with the property acquisition and relocation standards of the State of California, Caltran's Relocation Assistance Program, and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Property owners shall be compensated in accordance with fair market values based on appraisals.	Prior to construction	City of Sacramento		
Utilities Provide notification to residents and business owners in advance of any utility outages that may occur because of construction activities.	Prior to and during construction	City of Sacramento Construction Contractor		
Emergency Services Notify the city and county sheriff, police and fire departments and other emergency service providers of any road closures and detours in the project area that could affect access or service response times. (Construction Transportation Plan)	Prior to and during construction	City of Sacramento Construction Contractor		
Cultural Resources – Archaeological Resources In the event that any prehistoric subsurface archaeological features or deposits, including locally darkened soil ("midden"), that could conceal cultural deposits including human remains, animal bone, obsidian and/or mortars are discovered during construction-related earth-moving activities, all work shall be halted, and the City shall consult with a qualified archeologist to assess the significance of the find. The rules and regulations of the Native American Graves Protection Act (NAGPRA) (43 CFR Part 10, Subpart B, Section 10.4) state the procedure to follow if Native American human remains or items of cultural patrimony are found on Federal lands. The responsible Federal agency official must be notified and activity in the area should cease. The Native American tribe that aboriginally occupied the area or that has a known cultural relationship to the remains must be notified. If the remains will be disinterred, the guidelines for a burial agreement between the Federal agency and the Native American group must be followed as outlined in Subpart B, Section 10.3 of NAGPRA. Section 7050.5.(a) of the California Health and Safety Code states that it is a misdemeanor to knowingly disturb a human burial. If human remains are encountered, work should halt in that vicinity and the Aline County coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of such identification. The California Environmental Quality Act details steps to be taken if human burials are of Native American origin.	During construction	City of Sacramento Construction Contractor Qualified Archaeologist		

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Archaeological test excavations shall be conducted by a qualified archeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archeologist, representatives of the City and the qualified archaeologist shall coordinate to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis and professional museum curation. In addition, a report shall be prepared by the qualified archeologist according to current professional standards.				
Cultural Resources - Historic Properties In order to avoid adverse effects to the Brighton Underpass and Flood Gate, the construction contract shall include the following avoidance and minimization measures to protect the property: 1. The existing concrete and asphalt concrete pavement shall be saw-cut three (3) feet from the underpass and Flood Gate face. In order to break the concrete or asphalt, a backhoe with a jackhammer attachment or loader shall be used if the work is being done more than three (3) feet away from the structures. The equipment shall be located a safe distance from the structures so any arms or attachments cannot reach the structures. A hand-held hydraulic jackhammer shall be used to break existing concrete into pieces within three (3) feet of the structures' face. The broken concrete shall then be removed by hand. The underpass and Flood Gate face shall be protected by a minimum one (1)-inch-thick foam board, which is generally used for insulation. 2. Ride-on machinery shall be used to compact the ground five (5) feet or more away from the face of the structures. Hay bales shall be stacked three rows high along the face of the structures to a height of six (6) feet for work performed more than five (5) feet away from the property. A vibrator plate tamper shall be used to compact the material that is within five (5) feet of the structures' face, at which time the structures shall be protected with minimally a one (1)-inch-thick foam board. 3. The new roadbed shall be separated from the existing structures by a 0.5-inch-thick fiber expansion joint. The concrete shall be poured from a concrete truck and would be finished using hand tools. The existing structures shall be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.	Prior to and during construction	City of Sacramento Construction Contractor		

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Hydrology and Flood Plain - Flooding One of two options will be implemented to address project-related contributions to flooding in the project area. 1. Install an oversized pipeline (24–60 inches in diameter) in the Ramona Avenue extension with a reduced diameter connection to the existing pipelines. 2. Construct a detention basin to alleviate flooding.	Determine option prior to construction Implement option during construction	City of Sacramento Construction Contractor		
Water Quality and Storm Water Runoff To obtain coverage under this Construction General Permit, dischargers must file Permit Registration Documents, which include a Notice of Intent, a calculation of risk level, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. The SWPPP must be prepared by a Qualified SWPPP Developer. The SWPPP would define the activities on the construction site and the potential pollutants that could be generated, and describes the measures that shall be taken to prevent storm water pollution.	Prior to and during construction	City of Sacramento Construction Contractor		
Hazardous Materials – Agricultural Chemicals and Aerially Deposited Lead Surface soils shall be tested by a California Occupational Safety and Health Act certified consultant for agricultural chemicals and aerially deposited lead. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City's project manager. If the soils are found to be contaminated following testing, then the provisions from the certified soil tester and the California Department of Toxic Substance Control guidelines on pesticides/herbicides concentrations will be followed and carried out when handling contaminated soil. A site-specific health and safety plan and/or lead compliance plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials.	Prior to and during construction Provide sampling work plan to City for approval Health and Safety Plan and/or Lead Compliance Plan, as needed approved prior to construction to be implemented throughout construction	City of Sacramento Certified soils consultant/ contractor		

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Hazardous Materials – Agricultural Chemicals and Aerially Deposited Lead Soil samples shall be collected by a California Occupational Safety and Health Act certified consultant within the railroad right-of-way and the proposed project area, and analyzed for heavy metals, total petroleum hydrocarbons as diesel, and PNAs. A work plan describing sampling locations and sampling and analytical methods shall be prepared prior to start of work and submitted to the City's project manager. A site-specific health and safety plan would be developed and implemented to minimize public/worker health exposure to potential hazardous materials.	Prior to and during construction Provide sampling work plan to City for approval Health and Safety Plan, as needed approved prior to construction to be implemented throughout construction	City of Sacramento Certified soils consultant/ contractor		
Hazardous Materials – Asbestos An ACM investigation shall be performed by an inspector certified by Asbestos Hazardous Emergency Response Act (AHERA) under Toxic Substance Control Act (TSCA) Title II and certified by Cal OSHA under State of California rules and regulations (California Code of Regulations, Section 1529) if any existing buildings or bridge structures would be affected by the project.	Prior to construction	City of Sacramento Certified consultant/ contractor		

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Air Quality – Particulate Matter Emissions Basic Construction Emission Control Practices 1. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. 2. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. 3. Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. 4. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). 5. All roadways, driveways, sidewalks, parking lots to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. 7. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.	Identify measures/plan prior to construction Implement measures during construction	City of Sacramento Construction Contractor		

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Noise Comply with City Noise Ordinance (Sacramento City Code Chapter 8.68) to limit noise from fixed sounds, including construction activities. 1. Construction activities are exempt from the City Noise Ordinance (Section 8.68.080) when activities are conducted between the hours of 7 AM and 6 PM, Monday through Saturday, and between 9 AM and 6 PM on Sunday (City Code 8.68.080). 2. Notify adjacent residences within the proposed project vicinity prior to any nighttime or weekend construction activities. 3. Limit operation of pneumatic tools and demolition equipment to daytime hours. 4. Limit nighttime construction work to the portion of the project site furthest from residences. 5. All construction equipment shall have sound-control devices that are no less effective than those provided on the original equipment. 6. No equipment will have an unmuffled exhaust. The City's contractor shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.	Prior to and during construction	City of Sacramento Construction Contractor		
Biological Resources – Natural Communities In the field, mark environmentally sensitive areas for avoidance of direct construction-related project impacts with temporary orange mesh safety fencing with the assistance of a qualified biologist (Figure 1 – ESA Fencing).	Prior to and during construction	City of Sacramento Construction Contractor Qualified biologist		

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Biological Resources – Wetlands and other Waters Implement best management practices (BMPs) including the following: 1. Construction in or near seasonal wetlands shall only occur during the dry season. 2. Coordinate with CDFG and the Central Valley Water Board to obtain all required permits and comply with all terms and conditions of the permits. 3. At no time shall heavy equipment operate in flowing water or saturated soils. 4. Prior to the start of work, including any road grading, install silt-fencing, straw bales, sediment catch basins, straw logs or rolls, or other sediment barriers to keep erodible soils and other pollutants from entering drainages. Before the first heavy rains and prior to removing the barriers, soil or other sediments or debris that accumulates behind the barriers shall be removed and transported away for disposal. 5. Disruption of soils and vegetation near drainages shall be minimized to limit potential erosion and sedimentation. Disturbed areas shall be graded to minimize surface erosion and siltation. Bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch. If straw is used for mulch or for erosion control, only certified weed-free straw shall be used to minimize the risk of introduction of noxious weeds, such as yellow star thistle. 6. The contractor shall exercise every reasonable precaution to protect drainages from pollution with fuels, oils, bitumen, calcium chloride, and other harmful materials. Construction byproducts and pollutants such as oil, cement, and wash water shall be prevented from discharging into or near these resources and shall be collected and removed from the site. No slash or other natural debris shall be placed in or adjacent to drainages. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.	Prior to and during Construction	City of Sacramento Construction Contractor Qualified biologist		

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Biological Resources – Animal Species Conduct preconstruction surveys for burrowing owls before disturbing any sites that have potential habitat for this species. If the surveys reveal the presence of burrowing owls in or near the construction area, the following mitigation measures shall be implemented: 1. Occupied burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFG verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival; 2. To offset the loss of foraging and burrow habitat on the project site, a minimum of 6.5 acres of foraging habitat (calculated on 300 feet foraging radius around the burrow) per pair or unpaired resident bird, shall be acquired and permanently protected. The protected lands shall be adjacent to occupied burrowing owl habitat and at a location acceptable to CDFG. Protection of additional habitat acreage per pair or unpaired resident bird may be applicable in some instances. Mitigation guidelines developed by the California Burrowing Owl Consortium shall also be incorporated into the mitigation requirements; 3. When destruction of occupied burrows is unavoidable, existing unsuitable burrows shall be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on the protected lands site; 4. If owls must be moved away for the disturbance area, passive relocation techniques shall be used rather than trapping. At least one or more weeks shall be necessary to accomplish this and allow the owls to acclimate to alternate burrows; and **5.** The project sponsor shall provide funding for long-term management and monitoring of the protected lands. The monitoring plan shall include success criteria, remedial measures, and an annual report to CDFG.	Prior to and during Construction	City of Sacramento Construction Contractor Qualified Biologist		

Mitigation Measure	Reporting Milestone	Reporting/ Responsible Party	VERIFICATION OF COMPLIANCE	
			Initials	Date
Biological Resources – Threatened and Endangered Species **<u>Vernal Pool Invertebrates</u>** The City will purchase wetland credits at a USFWS-approved mitigation site in Sacramento County for preserved vernal pools habitat at a ratio of 3:1 for direct impacts (0.012 acres) and 2:1 for indirect impacts (0.561 acre) under the Preferred Alternative (Alternative 1, Design Option 2 [Project Geometric – Preferred Alternative] Attachment). Once credits are purchased, a copy of the receipt shall be filed with the California Department of Transportation (Caltrans District 3) to fulfill the Department requirements with the National Environmental Policy Act. A biological opinion (BO) will be rendered by the United States Fish and Wildlife Service (USFWS) that outlines the specific mitigation requirements for the proposed project under the auspices of Section 7 of the Endangered Species Act. The City (and its construction contractors) shall receive, and keep on file, the BO prior to issuance of a grading permit for the project. **<u>Valley Elderberry Longhorn Beetle</u>** The blue elderberry shrub shall be provided with a 25-foot environmentally sensitive area (ESA) buffer (Figure 2 – ESA Buffer).	Prior to construction Prior to grading Prior to and during construction	City of Sacramento City of Sacramento Construction Contractor		
Biological Resources – Invasive Species In compliance with the Executive Order on Invasive Species, EO 13112, and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project shall not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions shall be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.	Prior to and during construction	City of Sacramento Construction Contractor		

FIGURES

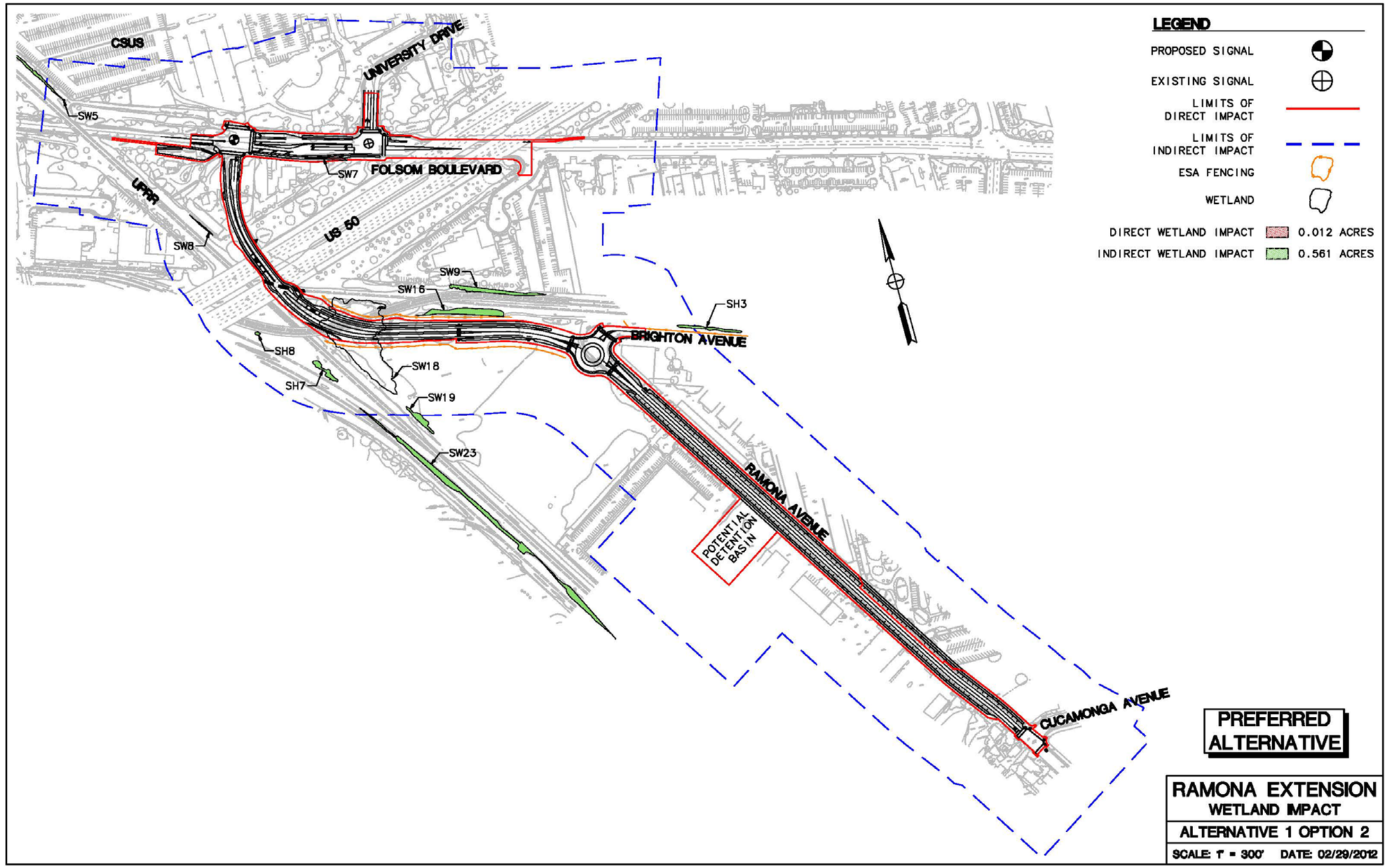


Figure 1 – ESA Fencing for Natural Communities (Seasonal Wetlands)

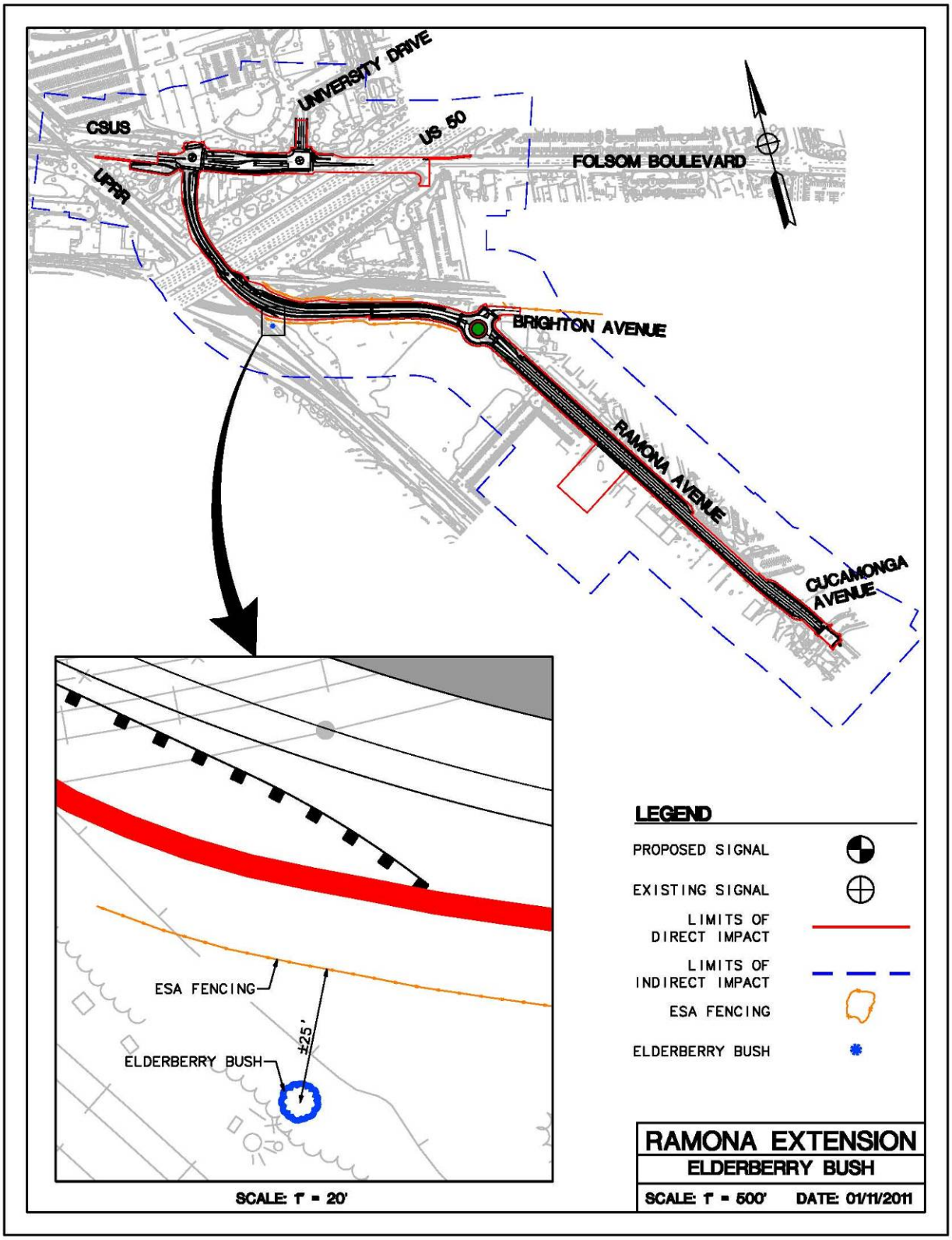
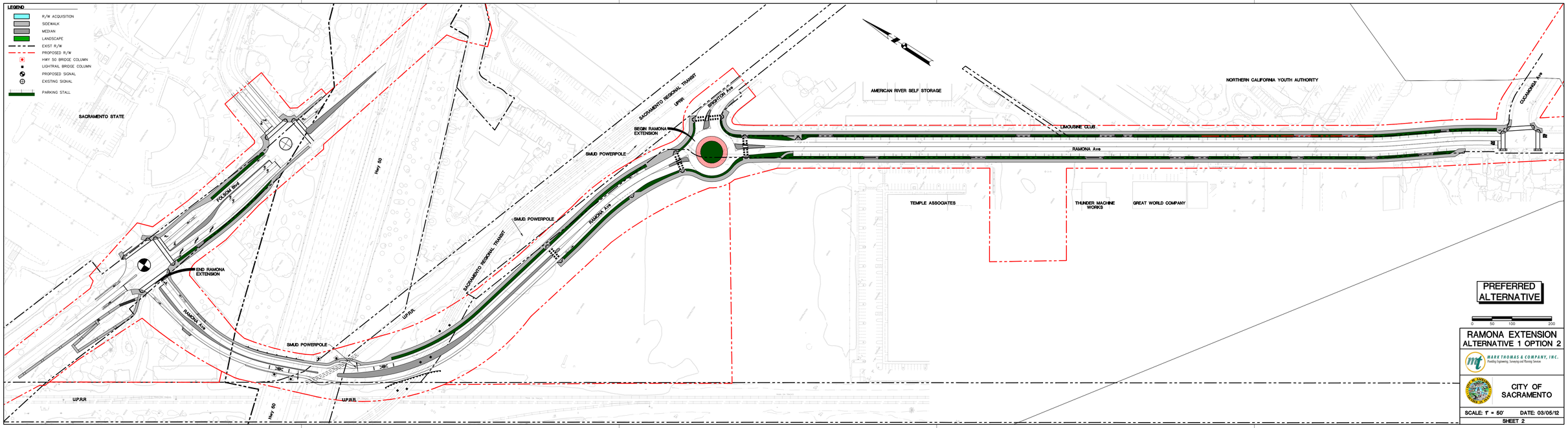


Figure 2 – ESA Buffer for Elderberry Shrub

Attachment A –

Alternative 1, Option 2 (Preferred Alternative)


LEGEND
R/W ACQUISITION
SIDEWALK
MEDIAN
LANDSCAPE
EXIST R/W
PROPOSED R/W
HWY 50 BRIDGE COLUMN
LIGHTRAIL BRIDGE COLUMN
PROPOSED SIGNAL
EXISTING SIGNAL
PARKING STALL
SACRAMENTO STATE
FOLSOM Blvd
Hwy 50
END RAMONA EXTENSION
RAMONA Ave
SMUD POWERPOLE
UP.RR
SACRAMENTO REGIONAL TRANSIT
SMUD POWERPOLE
UP.RR
SACRAMENTO REGIONAL TRANSIT
BRIGHTON Ave
BEGIN RAMONA EXTENSION
SMUD POWERPOLE
RAMONA Ave
AMERICAN RIVER SELF STORAGE
NORTHERN CALIFORNIA YOUTH AUTHORITY
LIMOUSINE CLUB
RAMONA Ave
COLOMBARD Ave
TEMPLE ASSOCIATES
THUNDER MACHINE WORKS
GREAT WORLD COMPANY
UP.RR
Hwy 50
UP.RR
PREFERRED ALTERNATIVE
0 50 100 200
RAMONA EXTENSION
ALTERNATIVE 1 OPTION 2
MARK THOMAS & COMPANY, INC.
Planning, Engineering, Surveying and Planning Services
CITY OF SACRAMENTO
SCALE: 1" = 50'
DATE: 03/05/12
SHEET 2

Back to Table of Contents

RESOLUTION NO.

Adopted by the Sacramento City Council

APPROVAL OF THE RAMONA AVENUE EXTENSION PROJECT (T15018400)

BACKGROUND

A. The Department of Transportation has developed 30% plans which include the proposed street section, location of sidewalks, retaining wall, lane widths, roundabout, planters, traffic signal, and other public infrastructure in order to establish the scope, budget, and limits of the project. Accordingly, this proposed project was developed to identify environmental impacts.

B. Supplement No. 5 will correct a $700.00 dollar error in the contracts database not- to-exceed amount from $2,126,510 to $2,127,210 and augment the project consultant team with two additional staff. The City Manager's authority to issue supplement agreements will also be reset.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The 30% plans are approved.

Section 2. The City Manager or his designee is authorized to execute Supplemental Agreement No. 5 to City Agreement No. 2004-015 with Mark Thomas and Company which modifies their contract not to exceed amount from $2,126,510 to $2,127,210 for the Ramona Avenue Extension Project (T15018400); and, Supplemental Agreements Nos. 1, 2, 3 and 4 to City Agreement No. 2004-015 with Mark Thomas and Company are ratified and the City Manager's authority to issue supplemental agreements for City Agreement No. 2004-015 is reset.

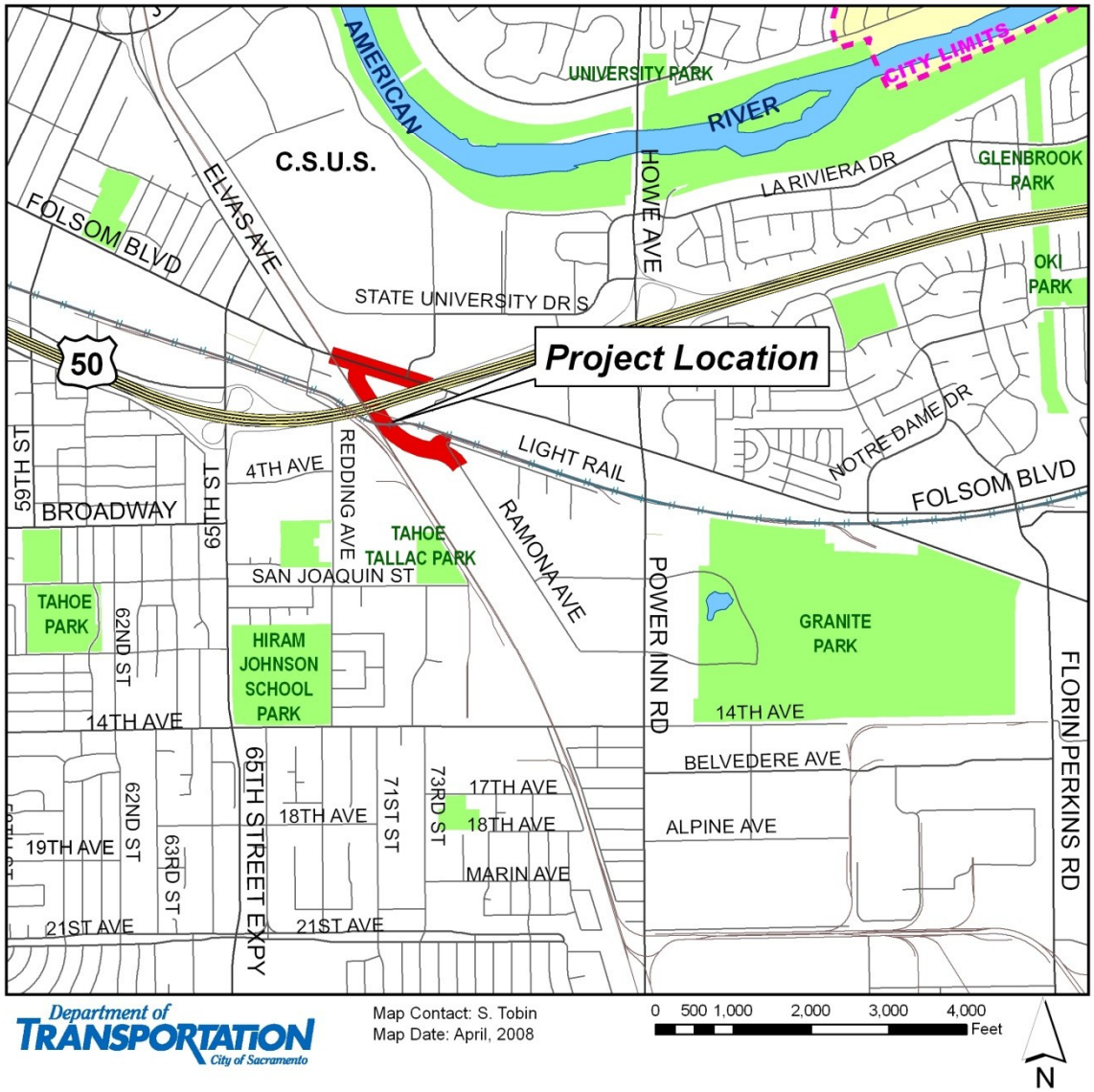
Table of Contents

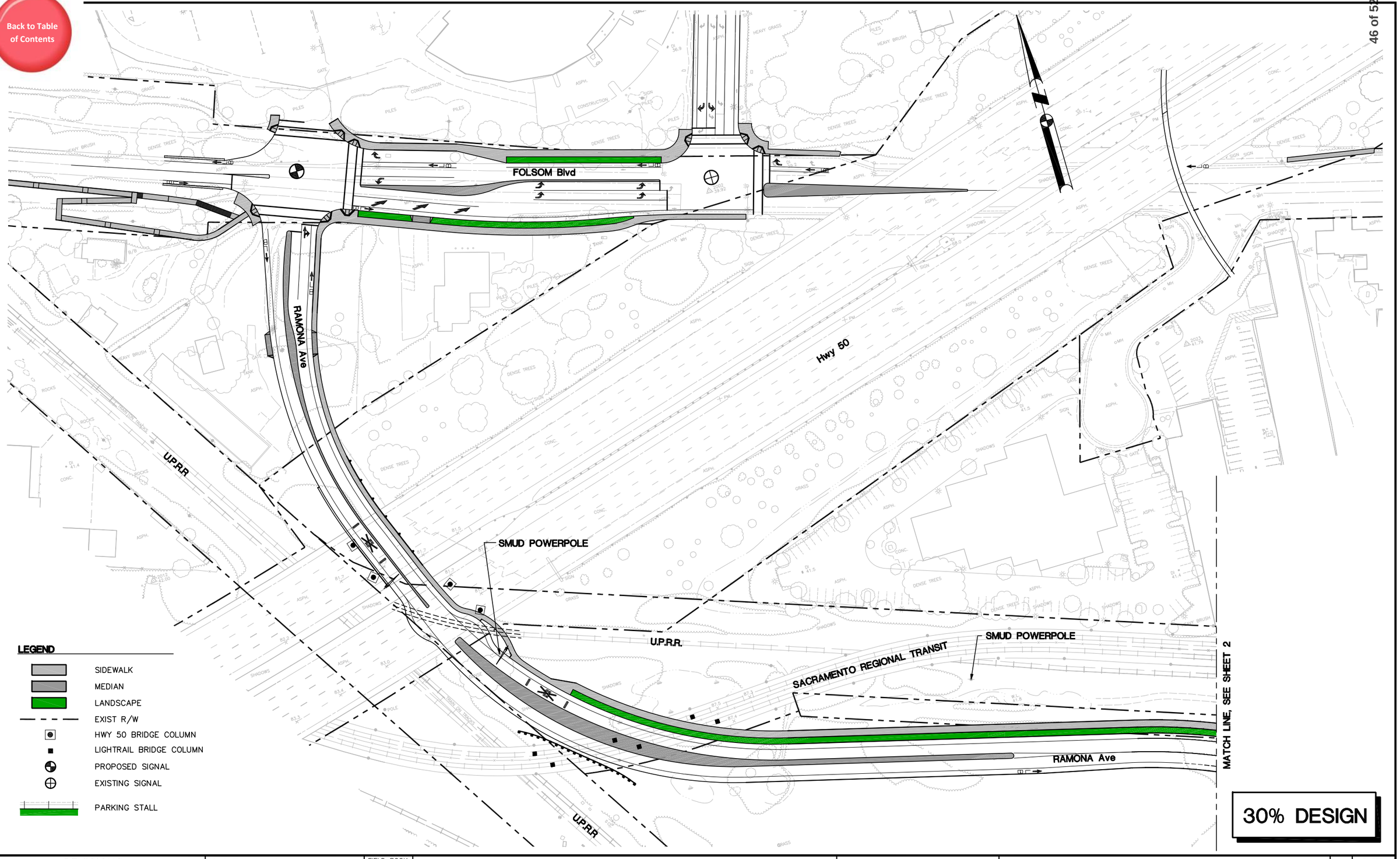
Back to Table of Contents

EXHIBIT A

Location Map for

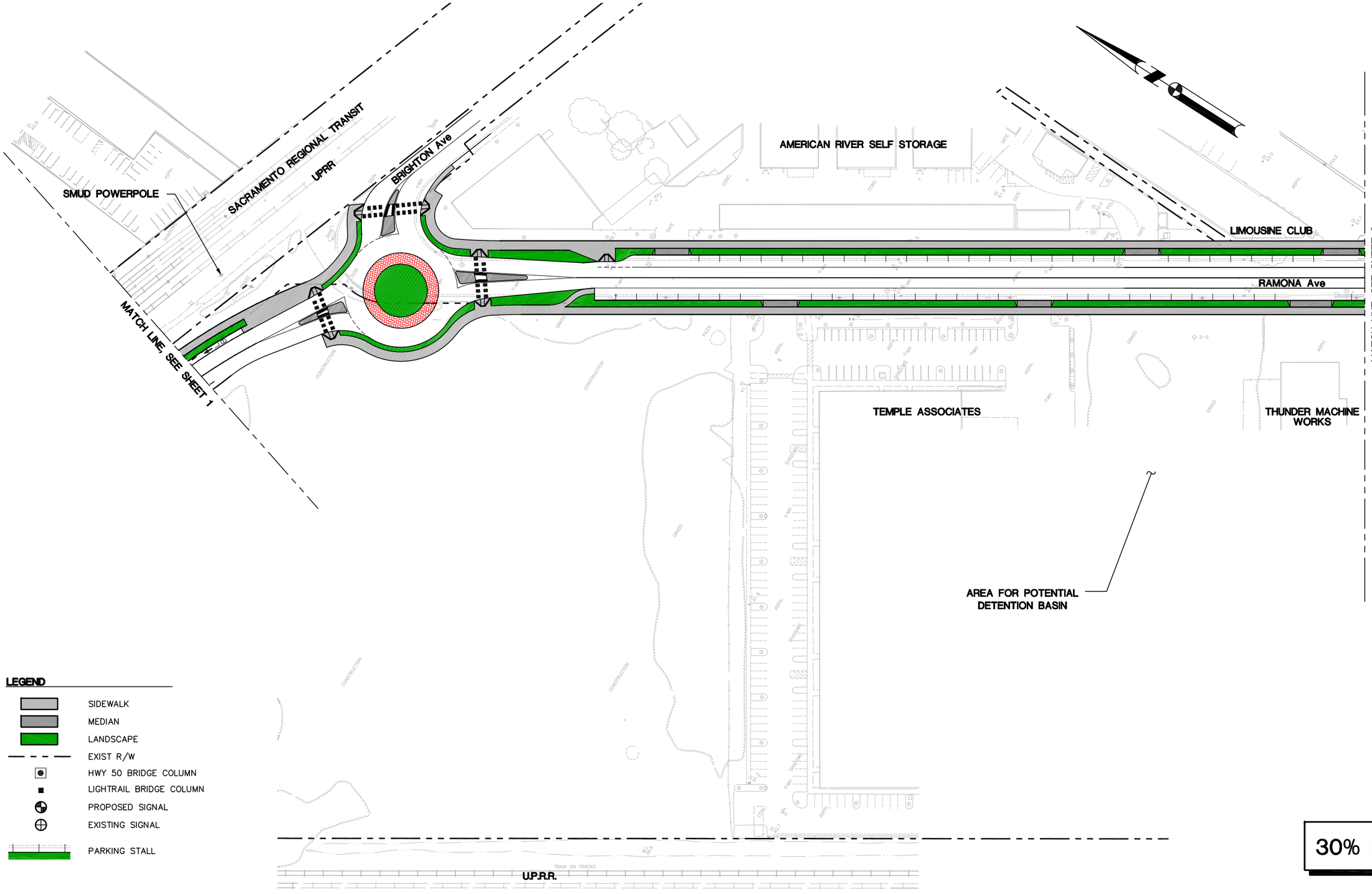
Ramona Avenue Extension
(PN: T15018400)





30% DESIGN

REVISIONS				BENCH MARK	ELEV.	FIELD BOOK	CITY OF SACRAMENTO	U.P.R.R.	MARK THOMAS & COMPANY, INC.	RAMONA AVENUE EXTENSION	PN:	SHEET
NO.	DESCRIPTION	DATE	BY	BENCHMARK#		SCALE	DEPARTMENT OF TRANSPORTATION		7300 FOLSOM BOULEVARD, SUITE 203 SACRAMENTO, CALIFORNIA 95826	(FOLSOM BOULEVARD TO CUCAMONGA AVENUE)		1 OF 3
						HORIZ.	DRAWN BY: G. BOYKO	DESIGNED BY: W. SHUNK	CHECKED BY: A. ENGEL			
						VERT.	DATE	R.C.E. 70382 DATE	R.C.E. 62423 DATE	UNDER THE SUPERVISION OF: ROBERT A. HIMES R.C.E.		



LEGEND

- SIDEWALK
- MEDIAN
- LANDSCAPE
- EXIST R/W
- HWY 50 BRIDGE COLUMN
- LIGHTRAIL BRIDGE COLUMN
- PROPOSED SIGNAL
- EXISTING SIGNAL
- PARKING STALL

30% DESIGN

REVISIONS NO.	DESCRIPTION	DATE	BY

BENCH MARK ELEV. _____
BENCHMARK#

FIELD BOOK

SCALE
HORIZ. ____
VERT. ____

CITY OF SACRAMENTO
DEPARTMENT OF TRANSPORTATION

DRAWN BY: G. BOYKO DATE _____
DESIGNED BY: W. SHUNK R.C.E. 70382 DATE _____
CHECKED BY: A. ENGEL R.C.E. 62423 DATE _____

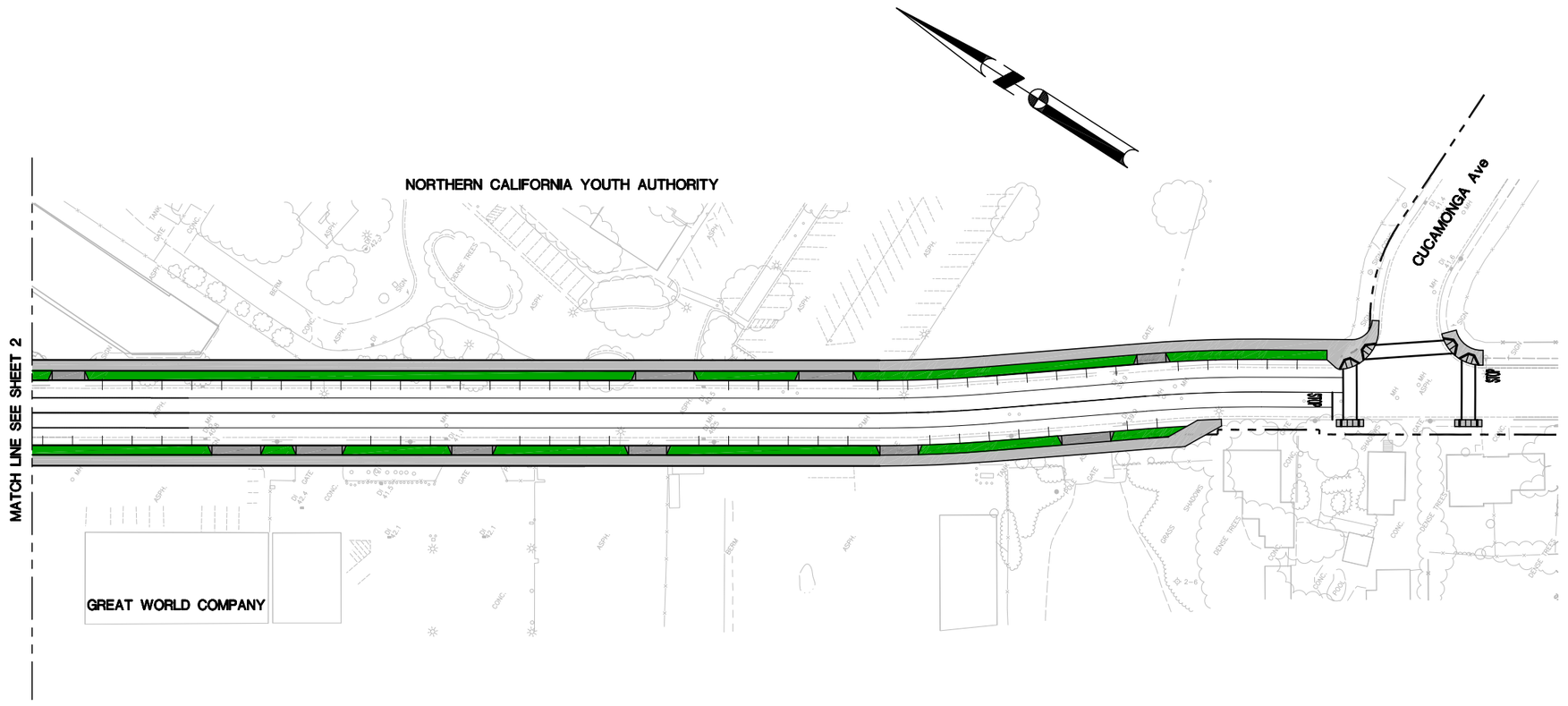
MARK THOMAS & COMPANY, INC.
7300 FOLSOM BOULEVARD, SUITE 203
SACRAMENTO, CALIFORNIA 95826

UNDER THE SUPERVISION OF: ROBERT A. HIMES R.C.E. _____

RAMONA AVENUE EXTENSION
(FOLSOM BOULEVARD TO CUCAMONGA AVENUE)

PN:

SHEET 2 OF 3



LEGEND

- SIDEWALK
- MEDIAN
- LANDSCAPE
- EXIST R/W
- HWY 50 BRIDGE COLUMN
- LIGHTRAIL BRIDGE COLUMN
- PROPOSED SIGNAL
- EXISTING SIGNAL
- PARKING STALL

30% DESIGN

REVISIONS NO.	DESCRIPTION	DATE	BY

BENCH MARK ELEV. _____
BENCHMARK#

FIELD BOOK

SCALE
HORIZ. ____
VERT. ____

CITY OF SACRAMENTO
DEPARTMENT OF TRANSPORTATION

DRAWN BY: G. BOYKO DATE _____
DESIGNED BY: W. SHUNK R.C.E. 70382 DATE _____
CHECKED BY: A. ENGEL R.C.E. 62423 DATE _____

MARK THOMAS & COMPANY, INC.
7300 FOLSOM BOULEVARD, SUITE 203
SACRAMENTO, CALIFORNIA 95826

UNDER THE SUPERVISION OF: ROBERT A. HIMES R.C.E. _____

RAMONA AVENUE EXTENSION
(FOLSOM BOULEVARD TO CUCAMONGA AVENUE)

PN:

SHEET 3 — OF — 3

Back to Table of Contents

City of Sacramento
SUPPLEMENTAL AGREEMENT

Contract #: **2004-015-5** Date: **05/17/12**

Purchase Order #: **Supplemental Agreement #: 5**

Job#: **T15018400** Project Title: **Ramona Avenue Extension**

The City of Sacramento ("City") and **Mark Thomas & Company**, **("Contractor")**, as parties to that certain Professional Services Agreement designated as Agreement Number **2004-015** including any and all prior supplemental agreements modifying said agreement (said agreement and supplemental agreements are hereby collectively referred to as the "Agreement"), hereby supplement and modify the Agreement as follows:

1. The Scope of Services specified in Exhibit A of the Agreement is amended as follows:

   See Exhibit A

2. In consideration of the additional and/or revised services described in section 1, above, the maximum not-to-exceed amount that is specified in Exhibit B of the Agreement of Payment of Contractor's fees and expenses, is increased by $700.00 and said maximum not-to-exceed amount is amended as follows:

The original not-to-exceed amount:	$727,756.00
The net change by previous Supplemental Agreements:	$1,398,754.00
The not-to-exceed amount prior to this Supplemental Agreements:	$2,126,510.00
The contract sum will be increased by this Supplemental Agreement:	$700.00
The new not-to-exceed amount including all Supplemental Agreements:	$2,127,210.00

3. Contractor agrees that the amount of increase or decrease in the not-to-exceed amount specified in section 2, above, shall constitute full compensation for additional and/or revised services specified in section 1, above, and shall fully compensate Contractor for any and all direct and indirect costs that may be incurred by Contractor in connection with such additional and/or revised services, including costs associated with any changes in work schedules or in the performance of other services or work by Contractor. The time for the performance of the agreement is increased by 0 Days by reason of the performance of the work required by this Supplemental Agreement.

4. Contractor warrants and frepresents that the person or persons executing this supplemental agreement on behalf of Contractor has or have been duly authorized by Contractor to sign this supplemental agreement and bind Contractor to the terms hereof.

5. Except as specifically revised herein, all terms and conditions of the Agreement shall remain in full force and effect, and Contractor shall perform all the services, duties, obligations and conditions required under the Agreement, as supplemented and modified by this supplemental agreement.

Approval Recommended By:

Project Manager

Approved as to Form By:

City Attorney

Approved By:

Contractor

Approved By:

City of Sacramento

Attested to By:

City Clerk

(Rev. 07/16/08)

Exhibit A

Ramona Avenue Extension

2004-015

05/17/12

Description	*Amount*

Supplemental Agreement #5

PCO # 5.0 **Client Initiated Changes** $700.00

05/17/12 This supplement is to correct an error in the contract database and add two staff to the consultant team. Change Order 2 was entered into the contract database with a $700 error. The actual Change Order 2 was $17,700 however, with the approval of Changer Order 4 the history was recreated with a $700 error. This Change Order #5 will correct the not-to-exceed amount from $2,126,511 to $2,127,211 by adding the $700 originally approved with Change Order 2 and add two staff.

The following staff are added to the contract: Spencer Ord, paid at $13.00/HR, Design (Tech Assistant); and Stephen Nelson, $29.50, Design Engineer.

1 **Items** **Total for Change Order #** **5** **$700.00**

1 **Items**	**Total for Contract #**	**2004-015**	**$700.00**
Totals By Reason	**Changed/Unforeseen Conditions**		**$0.00**
	Changes to Bid Documents		**$0.00**
	Client Initiated Changes		**$700.00**

MARK THOMAS & COMPANY
Providing Engineering, Surveying & Planning Services

April 30, 2012

File No. 58-0145B

OFFICES
Cupertino
Fresno
Irvine
Pleasanton
Sacramento
Salinas
San Carlos
San Jose
Walnut Creek

Mr. Jesse Gothan
City of Sacramento
Department of Transportation
915 I Street, Room 2000
Sacramento, CA 95814-2604

RE: FOLSOM – RAMONA AVENUE EXTENSION
PROJECT NO. TX96/T15018400
AGREEMENT NO. 2004-0015-1
PURCHASE ORDER #SACTO-0000004597

Dear Mr. Gothan:

I would like to request a Supplemental Agreement 5 to include to following MTCo staff:

Spencer Ord	$13.00	Design (Tech Assistant)
Stephen Nelson	$29.50	Design Engineer

Should you have any questions, please do not hesitate to call.

Sincerely,

MARK THOMAS & COMPANY, INC.

Robert A. Himes
Principal/Vice President

cmg

PLEASE REMIT PAYMENT TO OUR CORPORATE OFFICE:
Mark Thomas & Company, Inc.
1960 Zanker Road
San Jose, CA 95112

58-0145B

Form 10H
CONSULTANT COST PROPOSAL

COST PROPOSAL

Folsom.

CONTRACT No. ~~Sacramento - R St 16th to 16th St Market Plaza Project~~ Date 05/05/08
CONSULTANT Merk Thomas & Company, Inc.

DIRECT LABOR Classification	Name	Range	Hours		Initial Hourly Rate	Total
Principal/Project Manager	Robert Himes		158.0	@	$ 132.80	$ 20,982.40
Techincal Manager	Adrian Engel	51.26 - 62.00	720.0	@	$ 54.30	$ 39,096.00
Survey Manager	Albert De Leon	52.16 - 58.00	172.0	@	$ 56.16	$ 9,659.52
Project Surveyor	Matt Stringer	44.16 - 51.50	872.0	@	$ 48.60	$ 42,379.20
Project Engineer	Bill Shunk	32.10 - 39.75	1086.0	@	$ 38.52	$ 41,832.72
Sr. Design Engineer	Michael Dale	30.10 - 36.75	1244.0	@	$ 30.13	$ 37,481.72
Structures Manager	Lance Schrey	62.10 - 68.75	212.0	@	65.72	13,932.64
Structures Engineer	Julie Passalacqua	40.10 - 45.75	340.0	@	42.4	14,416.00
Eng Technician	Alan Millar	30.78 - 35.69	260.0	@	$ 33.90	$ 8,814.00
CADD Technician	Janet Doty	29.70 - 35.30	774.0	@	$ 31.63	$ 24,481.62
Student Intern		15.5 - 16.5	120.0	@	16.00	1,920.00
2-Man Crew	Octavio Senda	63.10 - 68.75	160.0	@	$ 65.55	$ 10,488.00
Admin Assist	Janet Cortes	15.94 - 25.76	84.0	@	$ 20.00	1,680.00
			6202.0			
					Subtotal Direct Labor Costs	$ 267,163.82
					Anticipated Salary Increases (5% for one year)	$ 13,358.19
					Total Direct Labor Costs	$ 280,522.01

		Rate	Total	
FRINGE BENEFITS Fringe Benefits	Total Fringe Benefits	38.87%	$ 109,038.91	$ 109,038.91
INDIRECT COSTS Overhead/General and Administrative	Total Indirect Costs	98.45%	$ 276,173.92	$ 276,173.92
FEE @ 10%				$ 66,573.48
OTHER COSTS Reimbursables	Total Other Costs		$ 50,000.00	$ 50,000.00
MTCO SUBTOTAL				782,308.00

SUBCONSULTANTS	95145.8
Fehr & Peers	9,121.70
Katz	49,561 45
MTWGroup	226,337.71
PAR	102,119.87
Parikh	21,417.17
RTI	55,674.00
West Yost	$ 1,341,686.00
TOTAL COSTS	